

CHOICE

Farming Lands

IN

IOWA AND NEBRASKA.

1,880,000 ACRES

FOR SALE BY THE

RAILROAD LAND COMPANIES

OF

IOWA AND NEBRASKA,

In Tracts to Suit Purchasers,

AT LOW PRICES, ON CREDIT OR FOR CASH.



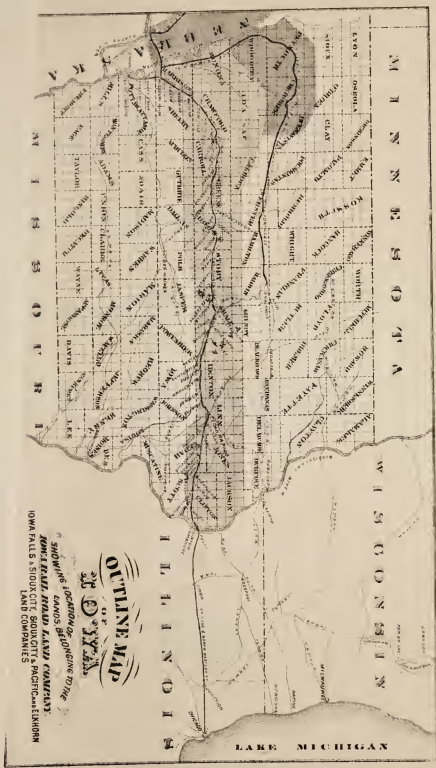
CEDAR RAPIDS, IOWA.

1871.

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IOWA FALLS, SIOUX CITY, SQUAD CITY, PACIFIC
 LAND COMPANIES

SHOWING LOCATION OF TOWNSHIP TO THE
 MONTECALM ROAD LAND COMPANY

OUTLINE MAP
 OF IOWA



1900 May 14
11.15 a.m.

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CEDAR RAPIDS IOWA.

1871.



-KAPF
24-94546

Officers of the Iowa Railroad Land Company,

1870--71.

President.

JOHN I. BLAIR, BLAIRSTOWN, N. J.

Vice Pres't and Treasurer.

W. W. WALKER, CEDAR RAPIDS, IOWA.

Secretary.

CHAS. E. WALKER, CEDAR RAPIDS, IOWA.

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W. W. WALKER, Cedar Rapids, Iowa.	

PRINCIPAL OFFICE,

In the Blair Building, corner of Eagle and Adams Streets,
Cedar Rapids, Iowa.

BRANCH, AND LAND-EXPLORING TICKET OFFICE.

No. 1, La Salle Street, corner South Water Street (up stairs),
Chicago, Ill.



CONTENTS.

	PAGE
The State of Iowa.....	7
Surface.....	7
Soil	7
Climate	8
Productions.....	8
Fruit	8
Stock Raising.....	8
Timber	9
Coal....	10
Growth.....	10
Finances.....	12
Education	13
Location of the Company's Land.....	14
Inducements to Purchasers	15
Settlers	16
Colonies	16
Terms of Sale.....	17
Prices ..	19
Shall I go West?	19
What do I need to bring with me?.....	20
What way shall I come?.....	21
How much Capital do I need to start with?.....	21
Ready for Work.....	22
List of Stations.....	25
Brief Mention of Towns.....	25
Iowa Falls and Sioux City Railroad Land Company	35
Sioux City and Pacific Land and Town Lot Company, and Elkhorn Land and Town Lot Company	43
Ready-made Houses.....	48



THE STATE OF IOWA.

The lands offered for sale by the IOWA RAILROAD LAND COMPANY, are located in the best agricultural state in the Union.

Iowa is a country of unrivalled beauty. With the Mississippi river along its entire eastern border, and the Missouri river along its western; the former navigable 600 miles, and the latter 2,000 miles above the northern boundary of the state; with several large streams running nearly or quite the whole length of the state, from north to south; with its splendid drainage, its excellent water, its magnificent rolling prairies, its fine groves and belts of timber along its streams, its deep, rich soil, and its healthy climate, the state is unsurpassed as a farming country, by any equal area on the continent.

It contains 55,045 square miles. Its southern boundary is the parallel of $40^{\circ} 30'$, nearly, and its northern is that of $43^{\circ} 30'$.

SURFACE.

The surface is always undulating, but its general elevation is very uniform.

Going westward from the Mississippi river, we reach the watershed between the two rivers, in a distance of 200 to 250 miles; and the elevation there varies from 800 to 900 feet above the Mississippi river, and 400 to 500 above the Missouri river,—which stream is reached in a further distance of 75 to 100 miles.

SOIL.

The soil is generally a rich, black loam and vegetable mold, with a subsoil of clay, and is but little affected either by long drouth, or continued wet weather.

CLIMATE.

The climate is healthful and bracing. The springs are generally earlier, and the falls later; and clear, cloudless days are more numerous than in the same latitudes on the Atlantic coast. The air is pure and dry, and there is much less liability to fevers and malarious diseases, than in most new countries, or than in a timbered region, or in a flat, level prairie country, where the drainage is imperfect and the water bad.

PRODUCTIONS.

The principal productions of the state are corn, wheat, rye, oats, barley, flax, sorgo, hops, and potatoes. The corn crop of 1869 amounted to over 76,000,000 of bushels. Spring wheat is the principal kind of wheat raised, and several of the varieties are of so fine a quality, that the flour is nearly or quite equal to that of winter wheat. The soil and climate, are adapted to almost every variety of productions grown in the temperate zone.

FRUIT.

As a fruit raising state, Iowa is destined to take the very front rank. No finer or more perfect apples grow in any country than those produced in Iowa. Although so new a state, the crop of 1869 amounted to 660,000 bushels; and, of the 5,639,000 apple trees reported by the census of last year, only a little over one-fifth in number, are as yet in bearing.

Plums, cherries, currants, tomatoes, sweet potatoes, grapes, and all kinds of berries and small fruits, grow with but little care, and in great perfection. Plums, grapes, and berries grow wild in all parts of the state, in abundant profusion. A very profitable business might be developed in cultivating and preserving most of these fruits by canning,—as in that shape they can be sent to market at all seasons of the year.

STOCK RAISING.

Iowa is eminently adapted to this department of agriculture. Cattle, mules, horses, sheep, and hogs, thrive remarkably well, and seem to be nearly exempt from all contagious and epidemic

diseases. The unfenced, rolling prairies furnish free pasturage for millions; and hay for the winter can be cut from the free meadows, and put in the stack, at a cost of \$1.50 to \$2.00 per ton. In many places, and particularly along every stream emptying into the Missouri, a grass known as the "blue joint," grows in great luxuriance; and for hay, it is considered by many as equal to timothy. But with good upland prairie hay, and warm shelter, cattle, without other feed, winter finely, and come out in the spring fat and thriving. In the western part of the state, thousands of cattle winter upon the wild pea vine, and the scouring rushes, without ever receiving a mouthful of feed, except what they gather themselves. The winters are generally very dry, without much snow, with little or no rain and mud,—and, in these respects, more favorable for stock, than any country east of the Mississippi river. The numerous little streams of pure running water, everywhere to be found in the rolling prairies, leave nothing to be desired for the success of this business.

Stock raising has proved very profitable in this state, and it is already assuming large proportions. During the year ending April 30th, 1869, there were sent from the state, by railroad alone, over 52,000 sheep, 80,000 cattle, 412,000 live hogs, 13,000,000 pounds of dressed hogs, and about 3,000,000 pounds of wool.

TIMBER.

Timber is found along nearly every stream of any size, and along the larger streams, such as the Cedar, the Iowa, the Des Moines, and Missouri,—these belts of timber are often from three to eight miles wide; while numerous upland groves are found on the prairies. All kinds of oak, and of elm, cottonwood, black walnut, butternut, locust, hackberry, mulberry, hard and soft maple, and coffee bean, are the principal kinds of timber.

During the past winter, the price of wood in the counties where the IOWA RAILROAD LAND COMPANY'S lands are situated, has ranged from \$2.25 to \$7.00 per cord delivered, according to quality and locality. Pine lumber for building and fencing, is obtained in great abundance, from all the towns on the

Mississippi river, and from Chicago, and is delivered in the interior and western part of the state, at lower prices than it costs in most parts of the East.

All kinds of timber grow with wonderful rapidity. Probably the entire state would have become a dense forest, had not the young trees been destroyed by the annual fires, which have swept the prairies for centuries past. As the country settles, and the ravages of the fires are thereby stopped, trees spring up wherever the seeds lodge in the ground. Nearly 20,000 acres of planted trees are reported by the last census; and aside from this, it is the opinion of many of the early settlers, that there is more timber now growing in the state than when it was first settled; the increase due to the stoppage of the prairie fires, being greater than the consumption by the inhabitants.

Hedging properly cared for, grows rapidly, and is beginning to attract much attention. The census of 1869 reports over 10,600 miles, as the amount now growing in the state.

COAL.

The coal field of Iowa extends over about one-third of the state. The coal is bituminous, and burns freely, with a heavy blaze. The price ranges from \$3.00 to \$7.00 per ton, according to the distance from the mines. With coal for fuel, and hedging for fencing, it is surprising how little timber is needed on a prairie farm.

GROWTH.

Iowa was admitted into the Union as a state in 1846. The following figures tell the brief story of her growth and development since that date :

YEAR.	POPULATION.	ASSESSED VALUATION.	NO. MILES OF R. R.
1846.....	97,588	.....	.....
1850.....	191,982	\$23,714,638	None.
1860.....	674,918	.....	.....
1869.....	1,040,819	294,532,252	2,094*

* At the end of the year 1869.

The last two years, alone, have added over \$38,000,000 to the material wealth of the state.

Six hundred and forty-three miles of railroad were built during the year 1869.

We cannot close this subject better, than to quote a portion of the eloquent language of his Excellency, Governor Samuel Merrill, in his inaugural address delivered before the General Assembly of the state, in January, 1870, as follows :

"The progress of our state in the past, and the grandeur of the work before us, can scarcely be realized. Within the memory of many of us, this vast domain, reaching from river to river, lay in its pristine beauty, untrodden save by the foot of the Indian, and the trapper, who left scarce a trace of their footsteps, or a mark of their hands upon it. Here it lay, from the creation of the world till our time; its varied and mighty resources slumbering through countless ages, waiting for the stroke of the Saxon's arm to waken them into a beauteous life, prolific with blessings. It was reserved for us to see it, under the magic touch of the laborer's hand, yield its garnered wealth with a profusion which has beckoned capital and skill. We have seen commerce follow the plow, and the steamboat and the locomotive on the track of commerce; we have seen the thrifty homes of a million of people skirting our woodlands, and dotting our prairies; we have seen towns and cities spring up in rapid succession; we have seen the school house and sanctuary in all our new communities; we have seen colleges and seminaries of learning reach a degree of prosperity and breadth of influence, in a score of years, which more ancient and renowned institutions of learning had not attained till centuries had passed over them.

"Within our memory this state has gathered a population equal to that of the state of New York after it had been settled two hundred years. Starting more than two hundred years later, Iowa has nearly overtaken Massachusetts. And yet, our progress and development have but just commenced. The possibilities of our future are bewildering to contemplate. Only one acre in six has been put under cultivation. Our water power, for the most part, still lies idle. Our coal beds, among the broadest and deepest in the world, still hold undisturbed, their exhaustless wealth; and these magnificent resources are so situated that their rapid development is inevitable. Here they lie, with a great river on either side, and with natural highways to the great lakes, which need only to be improved, to afford our productions easy and cheap transportation.

"To the east of us lie states which become every year less and less grain-growing, and more and more grain-consuming. To the south of us lies a cotton-growing country of vast extent.

which will find its natural supply of breadstuffs in this direction. To the west of us lie the great mineral districts of the Rocky mountains, with a prospective chain of populous states,—from British America to Mexico,—which may look this way for their supplies, opening a vast market for western produce and manufactures. The first great arteries of this immense trade have already been opened across our state. Thus, with our boundless stores of undeveloped wealth we hold a central position, with markets all around us.

“Capital is quick to discover our advantages. Our enterprises seldom go begging in the money market; our railways are rapidly pushing westward, and already they begin to point to the south and southwest, to the north and northwest. Instinctively they reach for the markets of the East, for the lumber of the pineries, for the commerce of the South, and for the trade of the Southwest and Northwest. Our railroad system is destined to open up our interior, and our western borders, with a rapidity of growth seldom equalled and never surpassed.

“The tread of coming population, which we now hear, will not cease for generations. It is astounding to think for a moment of the capacity of our state for population. With the density of Massachusetts she would have six and a half millions; with the density of France, eight and a half millions; with that of England, sixteen and a half millions; and with that of Belgium, nearly nineteen millions; and who will say that the rich soil of Iowa is not capable of sustaining even a greater density of population than either of these?”

FINANCES.

Probably no state in the union is in as good a condition, financially, as Iowa. Her total indebtedness on the 1st of November, 1869, was \$300,000, due in 1881; and, at the same date, after paying every warrant that had been presented, there was an actual cash balance in the state treasury of \$276,650.53.

None of the counties or townships in which this company's lands are situated, have burdened themselves with any heavy bonded debts, neither for building railroads, nor paying bounties, nor buying substitutes for the army. Iowa kept her quota in the army filled, almost entirely by volunteers; and the bounties paid were mostly the voluntary subscriptions of her citizens.

Compare this state of affairs with the condition of many counties and townships in the eastern states, where the taxation to pay interest merely, is enormous, and say where any sensible man should invest his money.

No state can offer a better prospect for low taxes, in the years to come, than Iowa.

EDUCATION.

Iowa has an excellent system of free schools. The permanent school fund of the state already amounts to nearly \$3,000,000, and it will be largely increased by the sale of the school lands still unsold. The interest on this permanent fund is applied to the support of the schools, and thus the taxation for this purpose is greatly reduced.

The State University, and the State Agricultural College, are both flourishing institutions,—and, with more than forty other colleges, academies, and seminaries, in different parts of the state, abundant facilities are offered for acquiring a thorough education. The State Agricultural College is one of the most successful schools of the kind in the Union. The general government appropriated to it, 240,000 acres of land, and the state has also made liberal provision for its support.

LOCATION OF THE COMPANY'S LANDS.

The lands offered for sale by the IOWA RAILROAD LAND COMPANY, are located in the counties through the centre of the state, from the Mississippi to the Missouri rivers, and on either side of the 42d parallel of latitude. This is the parallel which forms the boundary line between New York and Pennsylvania.

The lands were granted by the United States in 1856, to the state of Iowa, to aid in building a railroad near that parallel. The state granted the lands,—on conditions which have been fully complied with,—to the Cedar Rapids and Missouri River Railroad Company, which company built the road from Cedar Rapids to Omaha, (271 miles), and leased it to the Chicago and Northwestern Railroad Company—by which company the road is now operated as a through line from Chicago to Omaha. This is the shortest, oldest, and most reliable route between Chicago and the great Union Pacific Railroad.

The Cedar Rapids and Missouri River Railroad Company sold all of its lands in September, 1869, to the IOWA RAILROAD LAND COMPANY.

The following table shows what counties the lands are located in, also, the population of those counties, in the years 1860 and 1870:

*Amount of Lands owned by the Iowa Railroad Land Company
in the Counties named.*

COUNTY.	NO. OF ACRES.	POPULATION 1860.	POPULATION 1870.
Scott.....	88	25,959	38,559
Clinton.....	922	18,938	33,994
Jackson.....	544	18,493	21,452
Cedar.....	120	12,949	19,702
Jones.....	747	13,306	19,782
Linn.....	633	18,947	28,818
Benton.....	685	8,496	22,113
Tama.....	2,220	5,285	15,443
Grundy.....	610	793	6,475
Marshall.....	945	6,015	16,709
Hardin.....	10,069	5,440	13,504
Polk.....	1,422	11,625	27,897
Story.....	13,275	4,051	11,662
Hamilton.....	9,504	1,699	6,051
Dallas.....	6,110	5,244	12,020
Boone.....	58,333	4,232	14,569
Webster.....	22,577	2,504	10,500
Guthrie.....	466	3,058	7,063
Greene.....	31,284	1,374	4,744
Calhoun.....	36,206	147	1,602
Audubon.....	139	454	1,212
Carroll.....	103,273	281	2,451
Sac.....	175,439	246	1,455
Shelby.....	180	818	3,540
Crawford.....	133,484	383	2,612
Ida.....	173,162	43	226
Pottawattamie.....	1,195	4,968	16,534
Harrison.....	13,483	3,621	8,921
Monona.....	128,123	832	3,999
Woodbury.....	115,140	1,119	6,115
TOTAL.....	1,030,389	181,220	379,724

There are no government lands in any of these counties, all of them having been entered, and the most of them years ago.

INDUCEMENTS TO PURCHASERS.

The Company's lands are now, for the first time, put prominently in the market. They have not been culled.

Those who buy now, can secure the choicest lands in Iowa.

All who think of investing in land, should bear in mind that the fertile farming lands of the United States, are being rapidly absorbed. West of the Missouri River, the lands become

comparatively useless, in less than 200 miles, excepting perhaps a very few small valleys. It is not possible that lands of the same quality, and having the same advantages of location, can ever be lower in price than the lands offered for sale by this Company.

They are in a most desirable state. They are near railroads, telegraphs, post offices, schools and churches. They are in a civilized and comparatively well settled country. Farmers here have the choice of an eastern, southern and western market. A large portion of the supplies for the western mining regions, now that the Pacific Railroad is done, will go from western Iowa.

SETTLERS.

It is the special aim of the Land Company to dispose of these lands to actual settlers.

The stockholders of the Land Company, are also the owners of the Cedar Rapids & Missouri River Railroad (operated under lease, by the Chicago & North Western Railway Company), and are interested in its earnings, and the development and increase of its business. This road runs through these lands. For this and other reasons, they desire to sell to the settler, rather than to the speculator. In furtherance of this desire, certain tracts of land of average good quality, have been set apart to be sold to actual settlers only, at the very low price of \$3 per acre, and credit is given for three-fourths of the purchase money. Also a plan of payment has been adopted, by which a settler has an opportunity to raise a crop before he is called upon to pay any thing except two years interest on the purchase money.

As these matters are explained under the head of "Terms of Sale," it is unnecessary to make further mention of them here.

COLONIES.

In making grants of land to aid in building railroads, the government always grants only the *alternate sections* of land, thus giving only one-half, and the other half is reserved, and sold at double price. A section is a mile square, and contains 640 acres. The first grant to the Cedar Rapids & Missouri River R. R. Company, embraced only one-half of the government lands within the

limits of the grant. But in 1864, in order to facilitate the building of the Union Pacific Railroad, and give it an eastern connection, the government made a further grant, of the unsold portion of its half of the lands, to the Cedar Rapids & Missouri River R. R. Co., on condition that the road should be completed to the Missouri River within a certain limited time. The condition was fulfilled. This Company, therefore, owns adjoining sections, and can supply colonists with unbroken bodies of land, embracing from 5,000 to 20,000 acres.

We are thus enabled to offer inducements to colonies, which no other Company can offer. A colony buying land elsewhere, must either allow outsiders to own one-half the land in its midst, or else take its chance of buying up this half, of those who happen to own it, at whatever prices they happen to ask.

While speaking of colonies, we will add, that the very best way to come west, is for a few families of tried and true friends to come together. While a colony of fifty or a hundred families can at once start their own schools and churches, and lay out their own village, and avail themselves of many other advantages, yet it is not always easy to find that number in any one community, who desire to come west. But in almost any eastern neighborhood, from four to ten families of friends and acquaintances, may be found by a little canvassing, whose views harmonize sufficiently, to lead them to the same part of the west, and to buy their land adjoining, or at least near to each other. Then, if occasion requires, they can be of mutual assistance to each other, their wives and children are society for each other, and there is very little danger of suffering from either loneliness or homesickness.

TERMS OF SALE.

These lands are offered for sale on time, or for cash, to suit purchasers.

The Company have adopted three terms of selling their lands, viz.: *cash, short time and long time.* On short time, the purchaser pays one quarter cash, the balance in one, two and three annual payments, at six per cent. per annum interest, payable annually in advance.

A purchaser's account would stand as follows, supposing he contracted for forty acres of land at \$5.00 per acre, on January 1st, 1870.

Jan. 1, 1870, cash payment, \$50; interest on balance, \$ 9. Total..	\$ 59 00
Jan. 1, 1871, interest payment, \$6; principal payment, 50.....	56 00
" " 1872, " " 3 " " 50.....	53 00
" " 1873, " " " " 50.....	50 00

\$218 00

On the *cash plan*, the Company deducts ten per cent. from the regular price, and requires the whole amount paid down. On this plan, the above land could be bought for \$180, cash in hand.

On the *long time plan*, the purchaser pays two years' interest on the purchase money, at ten per cent. per annum, at the time of purchase, and nothing more until the end of two years, when he pays one quarter of the principal, and the balance in one, two and three years, at ten per cent. per annum interest, payable annually in advance.

A purchaser's account on the *long time plan* would stand as follows, supposing he contracted for forty acres of land at \$5 per acre, on Jan. 1, 1870 :

DATE OF PAYMENTS.	INTEREST PAYMENT.	PRINCIPAL PAYMENT.	TOTAL.
Jan. 1, 1870,.....	\$40 00	.....	\$ 40 00
Jan. 1, 1871,.....	15 00	\$50 00	65 00
Jan. 1, 1872,.....	10 00	50 00	60 00
Jan. 1, 1873,.....	5 00	50 00	55 00
Jan. 1, 1874,.....	.....	50 00	50 00
Jan. 1, 1875,.....	.....	.....	\$270 00

The Company limit the amount of land sold to any one person on this plan, to one hundred and sixty acres, and that to actual settlers only.

The Company offer 180 forty-acre tracts, in some 20 townships, for \$3 per acre, on short time only. These are as good lands as any the Company have, but are located twelve to twenty-five miles from any railroad, and are offered at these low figures to induce immediate settlement. The terms of sale are on the short-time plan, and the paying of ten per cent. interest instead

or six, the purchaser agreeing to settle upon the land within six months from date of purchase, and also to improve the same within three years. No more than forty acres will be sold to any one person, at this price.

PRICES.

The lands offered for sale by this Company, vary in price from three dollars per acre, as mentioned above, to twelve dollars. At the latter price persons can secure very choice locations, within two to four miles of important stations. A few tracts nearer stations are held at still higher figures. By going further from the stations, as good land as can be had in the West, may be obtained at from seven to ten dollars per acre. The Company has large tracts of good land at five and six dollars per acre. The distance from the railroad to these lands varies from six to twenty miles.

The price of timber land varies much, according to location and quality, from \$15 to \$40 per acre.

We will here briefly answer some of the more important questions which are often asked of the writer.

SHALL I GO WEST?

If you have ordinary health, determination, self-reliance, energy and ambition,—*yes*. If you have a little money it will help you to start; but if you are willing to work, and determined to succeed, you can make your way without much money. But if you suppose you can come West, and sit idly down, and find the greenbacks rolling themselves into your pockets, you had better not come. Or, if you suppose you are smart enough to come West and make a living by trading jack-knives, and other things, with the unsophisticated inhabitants, we would advise you not to come, especially if you have any capital to start with. Stay where you are, and keep what you have got. The unsophisticated inhabitants consist principally of energetic, ambitious, adventurous, wide-awake people from the Eastern States. More of the same kind are wanted.

If you are young and strong, and have no profession or trade, come West and buy some land, and have some spot of earth you

can call your own. Don't content yourself with the idea of being a clerk, and measuring ribbon and tape all your days. Leave woman's business alone. Give her a fair field.

Make a man of yourself. You can be a great deal more of a man, and just as much of a gentleman, seated on a reaper, driving four first-rate horses, in a three hundred and twenty acre wheat field, as you can behind a counter in a city store. Especially if you are a farmer's boy, don't be guilty of the supreme folly of going off to the village or city, in quest of some employment which you fancy is more genteel than farming. It is not there. And every town and city, both East and West, is already over-run with such persons. But start a Western farm, and if there is any good in you it will manifest itself, and if you are good for nothing, it matters little where you are.

WHAT DO I NEED TO BRING WITH ME?

All of your friends, provided they are of the kind described in our first answer. Perhaps we might add, your religion also, as that is sometimes forgotten.

But you do not need to bring farm implements, or furniture for housekeeping, as you can supply yourself here at almost any station on the railroad; and in some cases at less than the freight from the East would cost you. Besides, the farm implements you get here are especially adapted to the country and the soil. For instance, you would very likely throw your cast-iron Eastern plow into the river, after you have tried it in this soil along side of a light, polished steel, Western plow. You can bring with you to advantage your clothes, table linen, books, and some flower seeds, your keepsakes and heirlooms; but sell there, whatever is bulky and heavy, if you have a long distance to come.

EXPENSES OF COMING WEST.

The following were the first class rates of fare in April, 1871, from the places named, to Chicago:

Portland,	\$24.50.	Boston,	\$24.00.	Montreal,	\$22.75.
New York,	22.00.	Philadelphia,	20.00.	Buffalo,	15.50.
Toronto,	15.50.	Detroit,	8.50.	Pittsburgh,	14.00.
Columbus,	11.40.	Cincinnati,	11.45.	Indianapolis,	7.10.

Second class fares vary from \$2 to \$5.50, less than the above rates.

The fares from Chicago to the lands in Iowa, vary from \$11 to \$21, but these will be refunded, as already stated.

WHAT WAY SHALL I COME?

If you are anywhere east of the States of Wisconsin or Illinois, come via Chicago, and buy your railroad ticket to that place only. In Chicago, go to this Company's Branch Office, No. 1 LaSalle street, corner of South Water street, (up stairs.) This is near the foot-passenger's entrance to the south end of the new tunnel under the Chicago River, and easily found.

There our Agent will give you all desired information in regard not only to the lands, but also as to the best trains to take to reach the lands, and will sell you, at the regular rates charged by the railroads, a

LAND EXPLORING TICKET,

which will take you from Chicago, to the various stations where the lands are located, and be received by this Company at any time within 30 days from the date the ticket is purchased, as cash on your first payment for land, at its full cost to you, if you buy 80 acres or more, or at one-half its cost if you buy 40 acres, and less than 80. Thus you can

SAVE YOUR RAILROAD FARE,

west of Chicago. If you are already west of Chicago, come to our principal office, at Cedar Rapids, Iowa, where you can also obtain Land Exploring Tickets, and full information in regard to prices, terms, etc.

You can obtain free, at either the Cedar Rapids or Chicago office, a map of any particular county you wish to visit, showing all the lands for sale in that county, also lists of prices, and the names of our local agents in the various counties, who will aid you in looking up the lands, if desired, and through whom — after you have found a tract to suit — the contract can be concluded without expense to yourself.

HOW MUCH CAPITAL DO I NEED TO START WITH?

Forty acres, at \$5.00 per acre, will cost.....	\$200.00
Deduct 10 per cent. discount for cash.....	30.00
Leaves.....	\$180.00

as the total cost of the land for a forty-acre farm. Or, if you take the same land on time, as explained on page 18, your first payment would be \$59.00, next year \$56.00, the second year \$53.00, and the third year \$50.00.

These lands will not be held long at these low prices. Buy now. Improve it when convenient.

Any industrious young man, no matter how poor his advantages and opportunities, could soon save enough to buy himself a farm. Many a young man's cigar bills alone, would make the annual payments necessary to secure a farm.

Or, if you are ready to begin improving now, you can pay on the purchase money two years interest, at ten per cent., and by agreeing to settle on and improve the land, have two years time before making another payment, and then your crops ought to meet all payments and your living besides. In this case your first payment would be \$40, and nothing more until the end of two years. You would then pay \$65, and annually thereafter \$60, then \$55, and \$50. Not exceeding 160 acres to any one person will be sold on these terms. This amounts to the same, as paying Western rates of interest on borrowed capital, and if you can raise the money, it is better for you to take advantage of the low cash rates, as first mentioned.

Forty acres can be secured for the least sum of money, by taking one of the tracts, set apart for actual settlers only, at \$3.00 per acre. In this case you have to agree to settle and improve the land, and pay \$39 down, \$36 in one, \$33 in two, and \$30 in three years, as explained on page 18. No more than 40 acres can be secured by any one person *at this price*, but the Company's adjoining lands can be had at regular rates, if a person desires a larger farm. After securing your lands

YOU ARE THEN READY FOR WORK.

What is to be first done, depends upon circumstances. If your family is with you, the first thing is to provide a shelter for them. You can get pine boards and nails at the nearest station, and put up a temporary cabin yourself in two days' time, at a cost of \$50 to \$75; or you can get board for them at the station or nearest farmhouse, and order from this Company a neat, comfortable, ready made house, have it shipped to any station, put it up and move into it in two or three weeks from the time that the order is given. Full particulars in regard to these houses are given in another place.

If you are on the ground any time between the end of winter and the last of July, by all means get some prairie broken. "Breaking prairie" is the Western term for the first plowing. A thin sod is turned over and left to decay through the summer and fall, and then next spring it is ready for the first crop. If breaking is done early enough in the season, it will generally

pay to raise a crop of "sod corn" the first year. The corn is planted by dropping it in the furrows after the plow, or by cutting into the sod with a hatchet, and dropping the corn into the crevice thus made, and covered by stepping upon it. Nothing further is done to it until it is harvested. In a favorable season a considerable crop is often raised in this way; and the writer has known of cases, where enough was realized from the crop of sod corn to pay the entire cost of the land.

The cost of the necessary team and outfit to work a farm of forty acres, would be greater in proportion than for a larger one; but the following approximate figures will give a general idea:

Team (oxen or horses).....	\$150 to \$300	
Wagon and yoke or harness.....	100 "	150
Two plows.....	35 "	50
Cultivator and harrow.....	20 "	45
Combined mower and reaper.....	200 "	252
Other tools.....	10 "	50
	<hr/>	<hr/>
	\$515	\$847

By a recent herd law of this State, any county may, by vote, prohibit stock from running at large.

In counties where this law may be adopted, as it undoubtedly will be in many of the western counties, no fencing will be needed, except a barnyard. But if you buy in a county where this law is not adopted, there should be added to the above estimate from \$1.00 to \$1.50 per rod, for the amount of first-class fencing you might wish to build.

But many, who are now successful and wealthy farmers, commenced with barely capital enough to secure their land, and obtain some kind of shelter for their families. Then, by working for others, earned enough to improve their own land, and at the same time learned the Western ways of farming.

If you now own an Eastern farm, which you can sell at from \$30 to \$100 per acre, we need only say, that your capital would here enable you to buy the land, and in three years have an improved farm from three to ten times as large as your present farm; and one, too, which in a few years will sell for nearly or quite as much per acre.

It is a remarkable fact, that a very large proportion of those now buying land in Iowa, are farmers from Illinois, Wisconsin,

Michigan and Indiana, who have sold their farms in those older States at an advance from 100 to 300 per cent. on their cost, and they will now repeat their profitable experience in this State.

Any person desiring further information, either in regard to the terms, prices or location of the Company's lands, or desiring maps of the lands in any county, or plats and prices of any particular tracts of land, or any other information concerning the matter, which is not given in this pamphlet, or, wishing this pamphlet sent to any of their friends, will be cheerfully furnished on application, either in person or by letter, to

W. W. WALKER,

*Vice President Iowa Railroad Land Company,
Cedar Rapids, Iowa.*

It has a population of about 6,200. Its buildings are generally good, and its business houses are mostly built of brick. It has four flouring mills, with a capacity of 800 barrels per day, two woolen factories, one paper mill, three saw mills, two iron foundries, one oil and lint works, one steam cracker factory, two carriage manufactories, one lumber wagon factory, one steam furniture manufactory, one plow manufactory, and one tannery. There are about 100 stores of various kinds, 2 national, and 1 savings banks. There are 9 churches, viz: 2 Presbyterian, 1 United Presbyterian, Baptist, Episcopal, Methodist, Lutheran, Catholic, and Universalist. The school houses are 4 in number, of brick, two and three stories high, with a capacity to accommodate 1300 pupils. It has, also, a fine seminary building, with a school in successful operation. Three weekly newspapers are published, two in the English, and one in the Bohemian language.

FAIRFAX—8 $\frac{3}{4}$ miles west of Cedar Rapids, in Linn county—is a small town of about 150 inhabitants, having two churches, Congregationalist and Methodist; one school house, and two or three stores.

NORWAY—in Benton county, 15 miles from Cedar Rapids—is quite a point for shipping stock and grain, and has about 500 inhabitants, one hotel, one grain elevator, two grain warehouses, six stores, one banker's and broker's office, and two or three churches.

BLAIRSTOWN, is a thriving town in the southern portion of Benton county. This town was laid out by John I. Blair, President of the Land Company, from whom it takes its name, in March, 1862, and has had a steady growth, containing now about 1,000 inhabitants, who are fully alive to the importance of the place. It has one public and two private schools, seven religious organizations, of which the Methodist and Congregational have church edifices; and the Presbyterians are about building. The business of the town may be summed up as follows: 14 stores of various kinds; 3 grain elevators; 1 flouring mill; 1 livery; 2 lumber yards, and two hotels.

LUZERNE is a new station, five miles west of Blairstown, with a population of about 200, and contains seven stores, three lumber yards, three grain dealers, two hotels, and one church.

BELLE PLAINE—34½ miles west of Cedar Rapids—was laid out in April, 1862, by Mr. Blair, who has also made two additions to it since. It has been steadily increasing, until it has grown to be a thriving town, with a population of 1,500. It was incorporated in 1868, as a city of the second class. The Railroad Company have done something towards building up this place. It is the end of two divisions, and all trains here change engines. The business of the place is large, and it is supported by a fine farming country surrounding it. In the town there are 26 stores of all kinds; 1 livery stable; 1 flouring mill; 2 grain elevators; 3 lumber yards, and 3 hotels. It has several religious denominations, although at present only two of them have church edifices, viz., the Methodist and Evangelical. The town has good schools, and good society.

CHELSEA is a small town near the Iowa River, 6½ miles west of Belle Plaine, containing about 100 inhabitants. One hotel and several stores comprise the business houses of the town. It is situated in the eastern part of Tama county.

TAMA CITY was laid out by Mr. Blair, in November, 1862, and recorded as *Iuka*, in commemoration of the battle of Iuka, Mississippi, which had been fought but a short time previous, and in which the Iowa troops participated with their usual bravery. It is the leading town in the county. Since the original town plat was laid out by Mr. Blair, seven additions have been made to it. Good substantial brick buildings, two and three stories high, are already built, and occupied as stores and hotels. There is now approaching completion a public school building, three stories high, costing \$15,000, which will be a credit to the town. Its population in 1869 was about 1,500. Its business is done by 37 stores of all sorts; 1 bank; 5 grain warehouses; 3 hotels; 2 steam saw mills; 1 steam flouring mill; 1 tannery; 2 livery stables, and 3 lumber yards.

The churches are Episcopal, Baptist, and Methodist. There are three public schools.

The town was incorporated a short time ago, changing its name from Iuka to Tama City.

ORFORD—the next station west of Tama City—is in Tama county. Is noted for its lime, which is manufactured in large quantities. Has a Congregational church; 1 school house; 2

h. tels, and several stores. Extensive beds of Oolitic limestone, have recently been opened about two miles north of this station. It takes a beautiful polish, and is very easily worked when first taken from the quarries, and is destined to be very extensively used for mantles, table-tops, and various ornamental purposes. It is becoming known under the name of "Iowa marble."

EAST LEGRAND is situated on the west side of Tama county. The town was laid out by Mr. Blair. A station house was built last year, and quite an amount of improvement is expected to be made here the coming season.

QUARRY, in Marshall county, is a new station, from which are shipped large amounts of stone, lime, and Iowa marble. The marble quarries are about half a mile north of the station, and were the first of the kind opened in this part of the country. They have been quite extensively worked for two years past, and have secured an excellent reputation for the Iowa marble. It is shipped to all parts of the state, and to Chicago, and the demand for it is rapidly increasing.

MARSHALLTOWN, the county seat of Marshall county, is situated at the crossing of the Central Railroad of Iowa, which is completed from this point northward. Distance from Cedar Rapids 69.3 miles. It is located in the midst of a rich grain growing region, which has given it a rapid growth, and a large amount of business. There are three flouring mills, and one woolen factory, and eighty-seven firms doing business in the town, including grain and stock dealers; five grain warehouses and elevators, and four lumber yards.

There are 4 hotels; 2 banks; 3 foundries; 8 churches, and 3 weekly papers. Population about 4,000.

LAMOILLE is 7 miles west of Marshalltown. It was laid out only two years ago, and is a very convenient shipping point for the farmers in that vicinity, and is surrounded by a beautiful country. Population about 100.

STATE CENTER, so called because of its being so near the geographical center of the state, was laid out by Mr. Blair, in December, 1863, at which time there was no house within several miles of the present town. It now has a population of from 700 to 800, and is growing rapidly. The country around is settling up very fast, thus making the growth of the town sure and sub-

stantial. Its business may be summed up as follows, viz., 14 stores of all kinds, 2 lumber yards, 3 grain elevators, and 2 hotels. There are 2 churches, Methodist and Presbyterian, costing from \$5,000 to \$6,000 each. One school house supplies the educational wants.

COLO is in Story county, 7.8 miles west of State Center, and was laid out in 1864 or 1865. Mr. Blair laid out an addition in July, 1866.

It is a small station, but quite an extent of country contributes to its business. Population 100.

NEVADA is the county seat of Story county, and is quite an old town. It is 100 miles west of Cedar Rapids. It was laid out as the county seat, in 1853.

In 1857 the financial revulsion put a stop to improvements, and the town advanced but little for several years. In July, 1864, Mr. Blair laid out an addition; and about that time the railroad reached it; since which time it has taken a new start, and now has a population of 1,200.

The first court house was built in 1856, and was burned December 31st, 1863. The present court house was built on the same site, in the summer of 1864. It has 2 churches, Methodist and Presbyterian, 2 school houses, 1 hotel, 18 stores of various kinds, 2 lumber yards, 1 flouring mill and elevator, 2 livery stables, and one weekly paper.

AMES was laid out by Mr. Blair, in December, 1864, at which time but two or three houses could be seen from the depot. It was called Ames, after the Hon. Oakes Ames, member of Congress from Massachusetts. The State Agricultural College, is located about a mile from the station, and is in a very prosperous condition. The Methodists and Congregationalists each have a comfortable church edifice. All kinds of business are represented; and one weekly paper is published here. A railroad from this point to Des Moines, the capital of the state, 30 miles due south, is nearly graded.

ONTARIO, 4 miles, and *side-track* 9 miles west of Ames, will, as the country settles up, become flourishing villages.

BOONE is in Boone county, 342 miles west of Chicago, 121 from Cedar Rapids, and 151 miles east of the Missouri River. The

town was laid out by Mr. Blair, in 1865. At that time, the site of the present town was mostly an unbroken prairie, but a beautiful location for a town. It now contains a population of about 3,000, and is one of the most enterprising towns in the state. It is the terminus of the east and west Iowa divisions of the Chicago and North-Western Railway, and is the head-quarters of a large number of the Company's men. A first class round-house for 29 engines, a brick blacksmith shop, storehouse and repair shop, and a large depot and dining hall, two and a half stories high, are among the improvements already made by the railroad company.

Boone is about four miles from the Des Moines River, and within the coal field of the state, and in close proximity to large bodies of excellent timber.

The business of the town is transacted by about 50 stores of all kinds, 1 foundry, 1 woolen mill, 2 flouring and feed mills, 1 grain elevator; 3 weekly papers, 2 banks, 8 hotels, 3 livery stables, and 3 lumber yards.

The Presbyterians, Methodists and Baptists, have church edifices, and one or two other religious societies are organized. Two fine brick school houses are completed, and in use. The town was incorporated under the name of Montana; and the post office also had that name, but is now changed to Boone.

But few western towns can show a better example of rapid and well sustained growth, and permanent prosperity, than this.

MOINGONA is on the Des Moines River, $5\frac{1}{2}$ miles from Boone, from which river it takes its name, Moingona being the Indian name for river "Des Moines," or river "of the Monks."

The town was laid out by Mr. Blair, in July, 1866, and now has about 600 inhabitants.

The mines of the Moingona Coal Company are located here, and most of the coal used by the Chicago & North Western Railway in Iowa, as well as large amounts for shipment, are here mined. There are several mines operated by other companies also, in the vicinity. During the year 1869, the Moingona Coal Company mined over 58 millions of pounds of coal. The screened coal is delivered on the cars here at from \$3.25 to \$3.75 per ton.

The town is surrounded by timber, the abundance of which,

along the Des Moines River, together with the coal, makes it a very desirable point for almost any kind of manufacturing.

The town has a good school house, a Presbyterian church organization, 8 or 10 stores of all kinds, 1 flouring mill; and a pottery in successful operation, which is capable of turning out about 5,000 gallons of excellent ware per week.

OGDEN was laid out in June, 1866, and contains about 150 inhabitants. Has 6 stores, 2 lumber yards, 2 grain warehouses, and 2 hotels. No church or school buildings as yet, but schools and meetings are held in a large hall.

BEAVER, the next station, is as yet only a side track.

GRAND JUNCTION is the crossing of the Des Moines Valley Railroad, which runs north and south. It is only a year old, but has become quite a town for so short a time. Population about 200.

JEFFERSON, 150 miles west of Cedar Rapids, is the county seat of Green County. At the time of the completion of the railroad to that point, in 1866, the place contained about 200 inhabitants. Present number about 1,000. It has 1 school house, 3 church edifices, belonging to the Methodists, Congregationalists, and Baptists; 1 bank, 1 weekly paper; 3 hotels, 15 stores of various kinds, 2 lumber yards, and 2 grain warehouses. A new court house is to be built the present summer.

SCRANTON was laid out by Mr. Blair, in November, 1869. Several buildings have already been put up. It is situated in the midst of a magnificent farming country, which is fast being brought under cultivation, and in consequence the place will have a steady and constant growth.

GLIDDEN, the first station in Carroll County, was laid out in 1868. It now has a population of about 300, also a good school building, and the various branches of business are well represented.

The Company has large tracts of very fine land north and northwest of this place, for which a rapid demand is anticipated. Prices here range from \$5 to \$10 per acre.

CARROLL is 176 mile west of Cedar Rapids, and the county seat of Carroll County. The town was surveyed in the fall of 1867, but not much was done until 1868, when some 30 buildings were erected. Present number 120. It has a court

house, weekly paper, bank, 1 church organization, 2 hotels, 12 or 15 stores of various kinds, and 2 lumber yards. Population about 400. This town, and Glidden also, was laid out by Mr. Blair. The Company has for sale large amounts of fine land in all directions from this place.

TIP TOP, not yet laid out as a town, is a side track, on the summit of the great dividing ridge, which separates the waters flowing to the Mississippi and Missouri rivers. It is 864 feet above the Mississippi, and 414 feet above the Missouri, and 267.7 miles distant from the former, and 85.2 miles from the latter stream, at Omaha. At this point the road reaches the head waters of the west branch of the Boyer river, and follows down the beautiful valley of that stream, all the way to the great valley of the Missouri.

WEST SIDE is in Crawford County, and was laid out as a town the present year. Four years ago there was no house within twelve miles of this point. Now settlers are opening new farms in near all directions. The country in this vicinity is quite undulating and well watered, and the soil is of an excellent quality.

VAIL has, as yet, only a side track, but it is intended to lay out a town there during the present summer (1870). The surrounding country is very fine, and this Company has large tracts in the vicinity for sale.

DENISON, 240 miles from Cedar Rapids, is the county seat of Crawford County. The town is situated on a hill, at the junction of the main and east branches of the Boyer river, and commands a beautiful view of the valley of that stream. It has a brick court house and school house, 2 churches, a weekly paper, and the various branches of business well represented. Population 500.

DOWVILLE is also in Crawford County, $9\frac{1}{2}$ miles from Denison. The town has just been laid out, but as the country surrounding it is already comparatively well settled, a good deal of building will doubtless be done there the present season.

DUNLAP is in the north part of Harrison County, 50 miles from Omaha. It was laid out as a town in 1867, by Mr. Blair. The Railroad Company have here a very large first class engine house,

a large depot, and dining hall and hotel combined, and also a freight house. All trains change engines here, this being the end of a division. The place has a good school house, a Congregational and Methodist church, 12 or 15 stores and shops, and a population of 500 to 600.

WOODBINE, 231 miles west of Cedar Rapids, is beautifully located on a plateau or table of land, elevated above the general level of the valley, and commanding a fine view of it in both directions. It has a good school house, a Methodist church, a Presbyterian church organized, 1 hotel, a large flouring mill, and a woolen factory, both run by water power, 2 grain warehouses, 1 lumber yard, 8 or 10 stores and shops, and a population of about 500. The town was laid out by Mr. Blair, in December, 1866.

LOGAN, 8 miles from Woodbine, has a good water power, a flouring mill, a Presbyterian church organization, 5 or 6 stores and shops, and a population of about 300.

MISSOURI VALLEY is located at the junction of the Boyer and Missouri Valleys, 250 miles west of Cedar Rapids. The town was laid out by Mr. Blair, in 1867. At this point a branch road, $6\frac{1}{2}$ miles long, connects the Chicago and North-Western Railway with the main line of the Sioux City and Pacific Railroad. The latter road begins at Sioux City, in the northwestern part of the State, and runs down the great and fertile valley of the Missouri, which varies from ten to twenty-two miles in width, until at a point due west of the town of Missouri Valley, the road crosses the river, and in a southwesterly direction connects with the Union Pacific Road at Fremont, Nebraska.

The repair and machine shops of that company are at Missouri Valley. They are of the most substantial character, being built of brick, and covered with slate. Separate trains are made up here daily for Sioux City, distant 75 miles, and for Fremont, distant 37 miles. By this line to the latter place, the distance between Chicago and Fremont, and all points west of that, on the Union Pacific R. R., is shortened nearly 40 miles, over any other route. The town has had a rapid and constant growth, and now has nearly 40 stores and shops of all kinds, a Presbyterian and Catholic churches, 4 hotels, 2 weekly newspapers, 2

lumber yards, and a commodious school house is to be built the present season.

HONEY CREEK and CRESCENT, the next two stations, have not, as yet, been laid out into towns.

COUNCIL BLUFFS, is outside of the limits of this Company's lands, and we have room only to mention, that four great lines of railroad converge here; and the growth of the place has been not only rapid, but substantial. It is already a city, with nearly 8,000 inhabitants, and it will long continue to be one of the largest, and most important towns in the western half of the state.

Any one wishing information as to the terms of sale, and prices of town lots in any of the towns on the line of the Cedar Rapids and Missouri River Railroad, named below, will be cheerfully furnished, on application, either in person or by letter, to W. W. Walker, Cedar Rapids, Iowa:

Fairfax,	Nevada,	Tip Top,
Blairstown,	Ames,	West Side,
Belle Plaine,	Boone,	Vail,
Chelsea,	Moingona,	Denison,
Tama City,	Ogden,	Dowville,
Orford,	Jefferson,	Dunlap,
East Legrand,	Scranton,	Woodbine,
State Centre,	Glidden,	Missouri Valley,
Colo,	Carroll,	Council Bluffs.

JOHN I. BLAIR,
President and Treasurer.

W. W. WALKER,
V. President and Asst. Treasurer.

CHARLES E. WALKER,
Secretary.

CHARLES H. CLARK,
Register.

Iowa Falls and Sioux City R. R.

LAND COMPANY.

This Company has recently purchased the 700,000 acres of land, enuring to the Iowa Falls & Sioux City Railroad Company, by Acts of Congress and the Legislature of Iowa, granting lands to aid in the construction of a railroad from Dubuque to Sioux City. The Dubuque and Sioux City Railroad Company own the line from Dubuque to Iowa Falls. From the latter point to Sioux City, a distance of 184 miles, the road belongs to the I. F. & S. C. R. R. Co. This portion of the line was finished in the latter part of 1870. Both roads are leased to the Illinois Central Railroad Company, and form links in the great through line, operated by that Company, between Chicago and Sioux City, a distance of 516 miles.

LOCATION OF THE LANDS.

The lands belonging to the Iowa Falls & Sioux City Railroad Land Company, extend from Sioux City eastward, about 84 miles, to the vicinity of Storm Lake, in Buena Vista county, and embrace nearly all of the alternate sections designated by the odd numbers, within 15 miles on either side of the railroad.

The following table shows the number of acres in each county, and also the population of the different counties in 1860 and in 1870:

COUNTY.	NO. OF ACRES.	POPULATION 1860.	POPULATION 1870.
Buena Vista.....	110,618	57	1,411
Sac.....	28,997	246	1,455
Ida.....	13,813	43	226
Clay.....	2,578	52	1,523
O'Brien.....	48,806	8	1,200
Sioux.....	41,635	10	577
Cherokee.....	160,442	58	1,967
Plymouth.....	251,231	148	2,201
Woodbury.....	48,440	1,119	6,116
Total.....	706,560	1,741	16,676

These lands are immediately north, and adjoining the main body of the lands belonging to the Iowa Railroad Land Company. Most of them are on what is termed in Iowa, the "Missouri Slope," or, in other words, they are west of the great divide which runs north and south through the State, separating the waters running into the Mississippi, from those running into the Missouri River.

CHARACTER OF THE LANDS.

All that has been said in the foregoing pages as to the surface, soil, productions, etc., etc., of the Iowa Railroad Land Company's lands, will apply with equal force to the lands belonging to this Company, and it is, therefore, unnecessary to repeat. It is uniformly conceded, by all who are familiar with the lands in the counties above named, that it would be exceedingly difficult, if not impossible, to select so large a number of acres, of as good land in all respects, in one body, anywhere else in the United States.

It should be noted that the population of these counties was nearly ten times greater in 1870, than it was in 1860, and this too, notwithstanding the fact that, with the single exception of Woodbury, no one of them was reached by a railroad, until late in the year 1869. He who lives to see the year 1880, will doubtless see a population of 100,000 persons in the nine counties named.

CLIMATE OF NORTHWESTERN IOWA.

Many persons who know better, if they would stop to think, are accustomed to consider the climate as depending on the latitude. Although all of the lands spoken of in this pamphlet, are south of the 43rd parallel of latitude, which passes near Buffalo, and through Central New York; yet it will surprise some to know that the average temperature for the year, in the counties which have already been named, is very nearly the same as in Philadelphia and Baltimore. According to the latest published observations, the isothermal line, showing the mean annual temperature of 50° F., passes through New York City, southwesterly through Western Maryland, touching West Virginia, thence northwesterly, cutting across the corner of Pennsylvania, then almost directly west through Ohio, Indiana and Illinois, passing 50 or 60 miles south of Chicago, crossing the Mississippi River south of Clinton, passing near Cedar Rapids, thence strongly to the northwest, crossing the northern boundary of Iowa, in Dickinson county, crossing a corner of Minnesota, through Dakota, and into the British Possessions, in the north-east corner of Montana.

These lands, all lying from 50 to 100 miles south of this line, would have about the same mean annual temperature as Southern New Jersey and Northern Virginia.

Yet we would not mislead any one, by these facts, to suppose that winter brings no cold days to Northwestern Iowa. A few very cold days are experienced every winter, but those who are well prepared, suffer no inconvenience, while those who are not only half clad and but poorly housed, suffer more or less, just the same as in every other country. But little snow falls, and four weeks of good sleighing during the winter, would be an unusual occurrence.

PRICES AND TERMS OF SALE

of this Company's lands, are the same as those of the Iowa Railroad Land Company, given on pages 17, 18 and 19, of this pamphlet.

LAND EXPLORING TICKETS

are also sold by this Company at the same places, and on the same terms as already mentioned on page 21. The tickets sold at our Chicago office, take passengers via Chicago & North-Western Railway to Freeport, thence by the Illinois Central Railroad, crossing the Mississippi at Dubuque, to Storm Lake and all stations between there and Sioux City. The tickets sold at our Cedar Rapids office, take passengers over the Burlington, Cedar Rapids and Minnesota Railway to Cedar Falls, and thence by the Illinois Central to Storm Lake, and points beyond.

List of Stations on Iowa Falls and Sioux City Railroad.

MILES BET. STATIONS.	NAME OF STATION.	DISTANCES FROM MISS. RIVER.	DATE TOWN WAS LAID OUT AND RECORDED.
	Iowa Falls.....	142.5	.....
6.9	Alden.....	149.4	.....
8.1	Williams.....	157.5	November 13, 1869.
5.2	Blairsburg.....	162.7	November 11, 1869.
9.0	Webster City.....	171.7	.....
8.9	Duncombe.....	180.6	July 20, 1870.
10.5	Fort Dodge.....	191.5	.....
9.0	Barnum.....	200.5	*.....
9.6	Manson.....	210.1	*.....
7.8	Pomeroy.....	217.9	September 6, 1870.
8.5	Marvin.....	226.4	September 6, 1870.
8.2	Newell.....	234.6	September 8, 1870.
10.4	Storm Lake.....	245.0	August 23, 1870.
5.7	Alta.....	250.7	*.....
7.4	Aurelia.....	258.1	*.....
9.3	Cherokee.....	267.4	October 5, 1870.
6.1	Hazard.....	273.5	October 24, 1870.
9.1	Marcus.....	282.6	*.....
8.5	Remsen.....	291.1	*.....
10.6	LeMars.....	301.7	June 4, 1870.
6.5	Merrill.....	308.2	*.....
11.0	James.....	319.2	.....
7.5	Sioux City.....	326.7	.....

* To be platted and recorded in 1871.

All of these towns have been started since the railroad was built, with the exception of Iowa Falls, Alden, Webster City, Fort Dodge and Sioux City.

IOWA FALLS is a town of 1,200 or 1,500 inhabitants, very beautifully located on the banks of the Iowa River, which, at this point, runs through a gorge worn in the solid rock, some 60 feet

deep, and furnishes a very fine water power, as well as some charming and romantic scenery. The town has several good church buildings, and a fine school-house.

WILLIAMS, BLAIRSBURG and DUNCOMBE, are all surrounded by a splendid farming country, which is being rapidly settled up and improved, and the growth of the towns will doubtless keep pace with the growth of the surrounding country.

WEBSTER CITY, the county seat of Hamilton county, is a town of about 1,800 inhabitants, finely located on the Boone River. The town was laid out 15 years ago. Since the advent of the railroad, its growth has been rapid, and many good and substantial buildings have been erected during the past two years. Coal is found on the Boone River, a few miles below the town.

FORT DODGE is a still older town, having been first occupied as a Fort and Government Post, more than 20 years ago. It is located on the banks of the Des Moines River, which is perhaps 100 or 150 feet lower than the town site. Its population is between 2,000 and 3,000. It has some elegant residences, and several good business blocks. The Des Moines Valley Railroad, which starts from Keokuk, in the south-east corner of the State, is now completed to this place. Fort Dodge is in the northern portion of the Iowa coal-field. Coal veins, seven and eight feet in thickness, crop out on the sides of the hills and ravines, within a few miles of the town, and these are now being worked very successfully. Very extensive quarries of the finest gypsum found in the West, are located in this vicinity.

It was these quarries which furnished the block, out of which was manufactured the famous "Cardiff Giant" humbug.

MANSON, POMEROY, MARVIN and NEWELL, occupy ground, where, a few months ago, scarcely a house could be seen for miles. Now, farms are being opened in every direction, and the towns, especially the two last named, are being built up rapidly.

STORM LAKE takes its name from the beautiful lake, on the north shore of which it is situated. It is about eight months since the town was laid out and the first lot sold. Now it has about one hundred and twenty buildings of all kinds, hotels,

dwellings, stores, offices, shops, etc., Presbyterian and Methodist church organizations, and a first class weekly newspaper.

The town is some fifty or sixty feet above the lake. In some places the banks of the lake are perpendicular for thirty or forty feet, while in others the grassy slope of the prairies runs to the water's edge. The lake is between three and four miles long, and about one and a half or two miles wide, and is one of the most beautiful of the prairie lakes of the Northwest.

The Town Lot Company has reserved some 40 acres on the lake shore, adjoining the town, for parks, in which several thousand trees have been planted. Much attention is also being given to planting shade-trees throughout the town, and it is anticipated that, in a few years, this will be one of the most attractive places in the State.

The traveler here reaches the eastern boundary of this Company's lands, which extend westward to Sioux City.

At ALTA, six miles west of Storm Lake, the railroad reaches its greatest altitude between the Mississippi and the Missouri Rivers. This point is 915 feet above the former, and 432 feet above the latter stream. The surrounding country is here gently undulating, and exceedingly fertile.

AURELIA, HAZARD, MARCUS and REMSEN, are also surrounded by a magnificent country, which is being fast settled up, and a year or two will develop thriving towns at these stations, where, a few months since, no sign of a human being could be seen.

CHEROKEE is situated in the valley of the Little Sioux River, and although a town of that name has been in existence several years, a little further up the river, yet the present town at the railroad station, with a population of four or five hundred, has all been built within the last few months. The town is nicely located on the west side of the river, and the valley both above and below, is comparatively well settled. A very large emigration is going into that county this year, and Cherokee will doubtless always be one of the most important towns on the road. This town also has its newspaper, and Methodist, Presbyterian, Baptist and Congregational church organizations.

LE MARS is located in the beautiful valley of Floyd River, 25 miles from Sioux City. It is expected that the St. Paul & Sioux

City Railroad, which is to be completed in 1872, will come down the Floyd valley to this point. The town site is a very fine one, and a thriving village has already been built up here. The Railroad Company have a large eating-house and hotel; a fine flouring mill is already in operation; a weekly newspaper is published; and there are several church organizations, including Presbyterian, Methodist and Catholic. The surrounding country is unexcelled for beauty and fertility, and the homes of thrifty settlers are rapidly springing into existence in every direction.

MERRILL and JAMES are stations in the Floyd valley also, but as yet, the town plats have not been laid out and recorded.

SIoux CITY.—This is the terminus of the Iowa Falls & Sioux City Railroad, and also the St. Paul & Sioux City Railroad, now in process of rapid construction; the starting point of the Sioux City and Pacific Railroad, which runs hence to Fremont, in Nebraska and also connects with the Iowa Division of the Chicago & North-Western Railway; and also the starting point of several projected roads, among which, are the Missouri Valley Railroad, running north-westerly up the Missouri, the Sioux City & Pembina Railroad, running due north up the valley of the Big Sioux, and down the valley of the Red River of the North, and also one or two others, across the River, in Nebraska.

The town is situated on a fine plateau, on the bank of the Missouri River, which here runs eastward, with bluffs on the west and north, which are already being occupied with fine residences. It was laid out about the year 1854, and now has a population of nearly 4,000. It has more than doubled in size in the last two or three years. Several large and substantial three-story brick blocks were erected in the summer of 1870, and also an elegant and spacious hotel building, which, with the furnishing, will cost nearly \$100,000.

The town has a fine school-building; the Episcopalians, Presbyterians, Methodists, Congregationalists and Catholics, have church buildings; it has two daily and three weekly papers, two flouring mills, two grain elevators, and three or four saw-mills. It is the county seat of Woodbury county, and the market and trading point for an immense territory north and west, which is settling up with unexampled rapidity.

Two lines of steamers are running from here the present season, to all points up the Missouri, as far as Fort Benton, in Montana Territory, which by the river is 1,950 miles from Sioux City. This is the direct and cheap route taken by the freight going to Montana, as well as all the supplies for the Government Posts and Forts in Dakota, and on the Upper Missouri. Nearly six hundred car loads of supplies for the 12,000 or 15,000 Indians, whose wants are provided for by the Government, in the upper country, are to go *via* Sioux City the present summer, besides the supplies for the soldiers.

Its exceedingly favorable location, the very extensive and fertile country, which is now, and will continue to be, tributary to it, and the system of railroads which is centering there, place the future of Sioux City, as the largest and most important city of Northwestern Iowa, beyond any question.

TOWN LOTS.

The Iowa Falls & Sioux City Town Lot Company, have lots for sale at all the stations along the line of this road, excepting at Iowa Falls, Alden, Fort Dodge and Sioux City.

Full information, as to terms and prices, may be obtained of W. W. Walker, Vice President of the Company, at Cedar Rapids, Iowa, and also of our local agents, at most of the stations.

JOHN I. BLAIR,
President and Treasurer.

W. W. WALKER,
S. P. WISNER,
Vice Presidents.

W. W. WALKER,
Asst. Treasurer.

CHAS. E. WALKER,
WM. BUCHANAN,
Secretaries,

CHAS. H. CLARK,
Register.

SIoux CITY AND PACIFIC LAND AND TOWN LOT CO., AND ELKHORN LAND AND TOWN LOT CO.

We speak of these two Companies together, as their lands are very similar, and are located in the same section of country.

The first named Company own the lands enuring to the Sioux City & Pacific Railroad Company, for building the railroad from Sioux City to a connection with the Union Pacific Railroad, at Fremont, Nebraska. The road is 101 miles in length.

The Elkhorn Company own the lands granted by the State of Nebraska, to aid in the construction of the Fremont, Elkhorn & Missouri Valley Railroad, northwesterly, up the beautiful valley of the Elkhorn River. Forty miles of the road are already completed, and ten more are ready for the iron, which will be laid in June, 1871. This road is operated by the Sioux City & Pacific Railroad Company.

LOCATION OF THE LANDS.

The lands belonging to these Companies, are located in the following counties :

S. C. & P. L. & T. L. CO.		ELKHORN L. & T. L. CO.	
Woodbury, Iowa.....	3,141	Cuming, Nebraska.....	9,169
Dakota, Nebraska.....	1,865	Dixon, "	12,160
Burt, "	28,557	Cedar, "	26,283
Washington, "	16,318	Stanton, "	21,568
Dodge, "	2,299	Wayne, "	10,880
Cuming, "	24,243	Total	80,010
Total	76,422		

The Elkhorn Company will be entitled to 20,000 acres more on the completion of the ten miles of road already referred to.

It will be perceived that most of these lands are situated in the eastern portion of Nebraska, in the same latitude, and immediately west of the Iowa lands described in the preceding pages.

EASTERN NEBRASKA.

Eastern Nebraska is so similar, in all respects, to the "Missouri slope" of Iowa, that it would be merely a repetition to describe it in detail. The soil is the peculiar, rich, and fertile yellow loam, which everywhere characterizes the great Missouri valley, and colors so strongly, for more than 2,000 miles, the waters of that river. It seems especially adapted to the production of Spring wheat, and no finer quality of that grain reaches Chicago or the eastern market, than that which goes from the counties above named. It also produces excellent corn, rye, oats, etc., etc., and excels for raising stock.

After leaving the extensive bottom lands of the Missouri, the country is uniformly rolling prairie, intersected by numerous little valleys with running streams of never failing water. Ponds and sloughs of stagnant water are no where to be found. More or less timber is found along the larger streams; but, as Nebraska has a "herd law," but little fencing is done, and but little timber is required. Coal is to be the principal fuel used, and the sharp competition between the various railroad lines, not only enables the settler to get pine lumber from the Mississippi for his buildings, and coal from Iowa mines, at reasonable prices, but also enables him to ship his produce, oftentimes at as favorable rates as those living two or three hundred miles east of him.

PRICES AND TERMS OF PAYMENT

For the lands belonging to those companies are, in general, the same as those given on pages 16, 17 and 18.

LAND EXPLORING TICKETS

May also be obtained, both at the principal office of the companies, at Cedar Rapids, Iowa, also the branch office, No. 1 La Salle street, Chicago.

List of Stations on Sioux City & Pacific, and Fremont, Elkhorn & Missouri Valley Railroad.

DISTANCE BET. STATIONS.	NAME OF STATION.	DISTANCE FROM SIOUX CITY.
	Sioux City.....	7
7	Sargent's Bluffs.....	21
14	Sloan.....	29
8	Whiting	37
8	Onawa.....	43.5
6.5	Blencoe.....	52
8.5	River Sioux.....	59
7	Mondamin.....	65
6	Modale.....	69.5
4.5	California Junction	75.5
6	Missouri Valley	74
10.5	S. C. & P. Ferry.....	77
3	Blair.....	84
7	Kennard	93
9	Belle Creek.....	101
8	Fremont.....	109
8	Nickerson	116.5
7.5	Hooper.....	124
7.5	Scribner.....	129
5	Crowell.....	136.5
7.5	West Point.....	151
14.5	Wisner.....	

At SARGENT'S BLUFFS the railroad, which here runs southward on the Iowa side of the River, leaves the bluffs which forms the eastern boundary of the valley, and passes out into the centre of one of the most extensive and fertile tracts of "bottom lands" known in the West. These lands are above the overflow of the river, which runs for the most part next to the bluff on the western side of the valley. At one point the valley is twenty-two miles wide, from bluff to bluff, and it is nowhere less than ten or twelve miles wide throughout the entire distance of seventy miles, traversed by this road. Here is a district embracing eight hundred or a thousand square miles, which, for depth and richness of soil and inexhaustable fertility, and the ease with which it can be cultivated, it is confidently believed cannot be excelled on the continent.

Excellent potter's clay and also good clay for brick are found in the hill at Sargent's Bluffs, and both are extensively used at that place in the manufacture of those articles.

SLOAN, WHITING, BLENCOE and RIVER SIOUX, are all new places, and will grow as rapidly as the country develops. The town plats have not yet been laid out at the second and third points named, but it is expected they will be platted the present summer (1871.)

ONAWA, the county seat of Monona county, was started as a town about fifteen years ago, but within the last two or three years, since it was connected with the rest of the world by railroad, it has taken a new start, and is now steadily improving. It has a population of about 800, a court-house, newspaper, two or three churches, a flouring mill and grain elevator. On the opposite side of the Missouri river, eight miles distant from Onawa, is Decatur, the county seat of Burt county, Nebraska.

MONDAMIN is a new town, but recently staked out, but it is growing quite rapidly, being surrounded by a very fine agricultural country, which is fast being brought under the plow.

MODALE and CALIFORNIA JUNCTION have not yet been laid out into lots. At the latter point the main line of the road turns westward and reaches the Missouri river in four and a half miles, while a branch runs east six miles, to an intersection with the Cedar Rapids and Missouri River Railroad (Iowa Div., C. & N. W. Ry.) at

MISSOURI VALLEY, of which town we have already spoken.

At the river a very powerful steam transfer boat, built especially for the purpose, ferries the trains across, without passengers changing cars or freight breaking bulk. Three miles west of the river is the town of

BLAIR. This place is two years old. Some 270 lots were sold here the first day they were put in market. The town is located on a beautiful table land some sixty feet above the main valley of the Missouri, which lies on the east, while quite high bluffs overlook the town on the west.

The Omaha & Northwestern Railroad runs from this place to Omaha, which is south twenty-eight miles. Blair is the county seat of Washington county, has a population of 600 or 700, two weekly newspapers and three or four church organizations. The railroad company have here a round house, and a large eating-house and hotel.

KENNARD and BELLE CREEK are just making their beginnings as towns. The latter station is at the point where the valleys of Belle Creek, the Elkhorn and the Platte come together. Westward and across the level valley of the Platte, eight miles is the town of

FREMONT. This place is on the Union Pacific Railroad, forty-seven miles west of Omaha. The distance from Chicago to Fremont, *via* Missouri Valley and Blair, is 504 miles, which is

thirty-seven miles shorter than the routes *via* Omaha. The town is on the north side of the Platte river, which has its source in the Rocky Mountains, more than 500 miles further west.

The great "Emigrant Trail" over which the overland travel passed, before the completion of the Pacific Railroad, was located through this place. The only wagon bridge across the Platte River, in a distance of several hundred miles, is now being built here. Fremont is the county seat of Dodge County,—has a court-house, several churches, a weekly newspaper, numerous stores and shops, and a population of about 1,500. It is the market and trading point for a very large extent of country, which is being settled with great rapidity. The Fremont, Elkhorn & Missouri Valley Railroad is in operation for nearly fifty miles to the northwest, and two railroads are projected from here south and southeast.

On the F. E. & M. V. R. R., the stations of NICKERSON, HOOPER, SCRIBNER, CROWELL and WISNER are just now being laid out into towns. They are all situated in the valley of the Elkhorn, which is noted for its beauty and productiveness, and is attracting settlers by the thousands.

WEST POINT, the county seat of Cuming county, was started as a town five or six years ago, but its growth has been most rapid during the last four months. It is handsomely situated on the east side of the Elkhorn river, and has a population of about 400. The United States Land Office for this part of Nebraska is located at this place.

TOWN LOTS,

In all of the towns on the lines of the S. C. & P. and F. E. & M. V. R. R. may be purchased for cash or on credit, either by application to W. W. Walker or S. P. Wisner, Vice-Presidents, Cedar Rapids, Iowa, or to the local agents of the companies at the various stations.

SAFE INVESTMENT.

In concluding this pamphlet, we wish to remind every reader, especially those who are thinking of a home in the West, and those who have money to invest, that there is no investment more safe, certain and profitable, than choice, well located and carefully selected land, purchased at *low prices*.

It will be an easy matter to name three or four Western States in which more money has been made (and a thousands times better kept), by the advance in the value of real estate, than has been made in all the stock, gold and oil speculations, combined, since the first settler entered those States.

READY-MADE HOUSES.

With many Eastern people, one great obstacle in the way of coming West, is the difficulty, or at least the uncertainty, of obtaining at once comfortable shelter for one's family at a reasonable cost.

To obviate this difficulty, and to enable the purchasers of our lands to know beforehand, just what they can depend upon, in reference to dwelling houses, and the expense of the same, we give several designs and prices of the ready-made houses built by Major Lyman Bridges, of Chicago, who has, for several years, made this line of business a specialty, and who will furnish numerous designs and full information to anyone applying to him.

The idea of ready-made dwellings, school houses, and even churches, is not a new one at the West, as it has been successfully carried out for years.

Several of the least expensive of the designs here given are especially adapted to be used, as the main dwelling for a small family, for a year or two, and then it is to be used as the kitchen part of a larger house, to be built when one's means and time will justify it.

Two or three of the designs are intended for village lots, rather than the farm.

The prices given are for the houses delivered on the cars in Chicago. To these must be added the freight, to whatever point the house is shipped, and also the cost of setting it up. The latter item will vary from twelve to twenty-five per cent. of the cost of the house on the cars; depending somewhat on the skill of the workman and also on the character of the design chosen.

The price given includes the sills and everything above them; all the timber and lumber being of a good quality of pine, framed, and all finishing lumber dressed, ready to be fitted together; all the doors, door frames, window frames, glazed sash, steps, stairs, brackets, railings, trimmings, locks, knobs, hinges, screws, nails, chimney and flues, paints ready mixed, and, in short, everything in the way of material necessary to complete the house. Half-inch, kiln-dried ceiling is furnished for all the inside, but lath will be substituted, without changing the price, when desired. The chimneys and flues are made of cement pipe, and are both ornamental and durable.

Of course, in all these designs, economy, rather than display, is the leading feature. Any desired change, or any entirely different design, can be adopted, as the purchaser may wish.

A house after any one of these designs can be delivered at the nearest station, in eight to fifteen days after the order is given.

BRIDGES' READY-MADE HOUSES.



Nº 10. 18' x 24



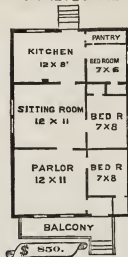
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BRIDGES' READY-MADE HOUSES.



Nº 12. 20 x 32'



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BRIDGES' READY-MADE HOUSES.



Nº 3. 12' X 14



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BRIDGES' READY-MADE HOUSES.



No. 7, 12 X 18.



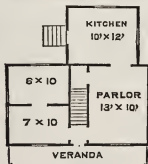
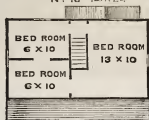
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CHICAGO, ILLINOIS.

BRIDGES' READY-MADE HOUSES.



NO 16 14X24



\$ 1950.00

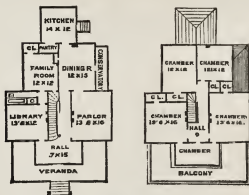
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CHICAGO, ILLINOIS.

BRIDGES' READY-MADE HOUSES.



No. 29, 32 X 62.



\$3,000.

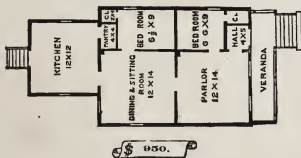
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BRIDGES' READY-MADE HOUSES.



No. 13, 20 X 42.



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BRIDGES' READY-MADE HOUSES.



NO 15 . 12' x 20'

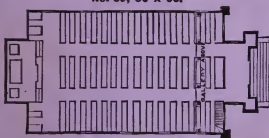


B. B. 25.
CHICAGO, ILLINOIS.

BRIDGES' READY-MADE HOUSES.



No. 39, 30 X 50.



\$4,500

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CHICAGO, ILLINOIS.

RAILROAD FARES

WEST OF CHICAGO.

REFUNDED TO PURCHASERS

OF

THESE LANDS.

WE are happy to announce that we have perfected arrangements by which we can supply to every body, at the regular rates of fare charged by the Railroad Companies,

LAND EXPLORING TICKETS,

Which will take you from Chicago to the lands, and, at any time within thirty days, be

RECEIVED AS CASH

By the Land Companies, on your first payment for land, to the full amount paid for the ticket if you buy eighty acres or more, or to one-half the amount paid for the ticket if you buy forty acres and less than eighty acres. This amounts to a

FREE PASS FROM CHICAGO,

To all who buy eighty acres or more of these lands. We have the **Same Arrangements** west of Cedar Rapids.

We can also send out **Colonies** and **Parties** of 25 persons, or more, at one time, at greatly

REDUCED RATES OF FARE.

For **Exploring Tickets** and full information, apply at the Companies' Offices, either at Cedar Rapids, Iowa; or at No. 1 La Salle Street, corner South Water Street, Chicago, Ill.